Stjate wise is attached. [See Appendix CLXIV, Annexure No. 16]

(c) Rs. 50-60 lakhs per kilo-metre.

Earning of D.T.C.

710. SHRI KRISHAN LAL SHARMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that there has been considerable increase in the revenue of DTC since the recent hike in fares and if so. the details of revenue earned month-wise since tha hike;

(b) wehther it is also a fact that DTC has decided not to increase its fleet of buses,

(c) if so, the reasons therefor; and

(d) the steps Government have already taken or propose to take to meet the increasing traffic need of Delhi?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir. The month-wise details of increase in income since fare revision are given below:—

(Rs. in crores)

Month	1991	1992	Addi-tional Income
January	10.66	15.65	4.99
February . .	10.01	15.13	5.12
March	10-53	15.54	5a01
April .	10.45	15.93	5.48
May	9.68	15.90	6.22
June	9.82	15.58	5.76

(b) and (c) Due to financial constraints, acquisition of buses on addition account has not been found feasible.

(d) On the recornmendation of Government, Delhi Admn. have implemented, a scheme of 100 special Stage Carriage Permits to be given to private operators to provide fast and ccmfortable travel facilities to a section of the commuters, who can pay a little more than the ordinary fares. Green Line Services were introduced by DTC at a flat fare of Rs. 4 per head per trip.

Government have also recommended to the Delhi Admn. a scheme of 3000 stage Damage permits to be given to Private Operators.

Road Bridges schemes of Rajasthan

711. SHRI RAMDAS AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any proposals for Inter-State Road Bridges schemes of estimated cost of Rs. 32 crores under Inter-State and E and I Loan Assistance Programme were submitted by the State Government of Rajasthan to the Director-General, Ministry of Surface Transport in May, 1991;

(b) if so, what action has so far been taken by Government under the

Central Road Assistance Programme for State Roads in Inter-State of Economic Importance and likely to be taken during the Eighth Five Year Plan period; and

(c) the amount sanctioned/actually released by Government to the State Government?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir. The requirement projected by the State Government is for Rs. 32.91 crores.

(b) and (c) The modalities of the programme under the Centrally sponsored scheme of Roads of Inter State or Economic Importance for the 8th Plan are expected to be decided very shortly in consultation with the appraisal agencies, keeping in view the allocations earmarked for the purpose and certain norms laid down for the programme. It is, therefore, too early to specify the extent of proposals that can be accommodated under E&I programme during 8th Plan.

Closing: of Patna Station of the Inland Water Transport Authority

712. SHRIMATI KAMLA SINHA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Inland Water Transport Authority has decided to close down Patna Station of the Authority; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) Does not arise,

केन्द्रीय सड़क निधि से आबंटन

713. **श्री महेश्वर सिंह :** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1991–92 और 1992–93 के दौरान विभिन्न राज्यों को केन्द्रीय सड़क निधि से उपलब्ध धनराशी का राज्यवार ब्यौरा क्या है ;

(ख) इस संबंध में राज्य सरकारों ने कितनी-कितनी धनराशि की मांग की थी ;

(ग) क्या उस धनराशि का आबंटन करते समय संबंधित राज्यों में पेट्रोलियम पदार्थों की खपत के अनुपात को भी ध्यान में रखा जाता है ; और

(घ) यदि हां, तो इसका ब्यौरा क्या है, और यदि नहीं, तो इसके क्या कारण हैं ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाईटलर) : (क) और (ख) वर्ष 1991–92 के दौरान विभिन्न राज्य सरकारों द्वारा मांगी गई निधियां तथा उन्हें किए गए आबंटन का विवरण संलग्न है (नीचे देखिए)। प्रारम्भ में इस योजना के तहत किया जाने वाला व्यय राज्य सरकारों द्वारा वहन किया जाता है और बाद में वित्त वर्ष के अन्त में, केन्द्र द्वारा इसकी प्रतिपूर्ति की जाती है। इस प्रकार 1992–93 के दौरान अब तक कोई धनराशि जारी नहीं की गई है।

(ग) और (घ) संबंधित राज्यों में, नौवहन में प्रयुक्त पेट्रोल को छोड़कर, पेट्रोल की वार्षिक खपत के आधार पर केन्द्रीय सड़क निधि में होने वाली कुल संभूतियां परिगणित की जाती हैं। इस प्रकार से प्राप्त राशि को मद्देनजर रखते हुए, केन्द्रीय सड़क निधि में से वित्त पोषक के लिए विभिन्न राज्यों में योजनाओं को मंजूरी दी जाती है। अनुमोदित योजनाओं की कुल लागत पहले जारी की गई कुल धनराशि, शेष हस्तगत प्रचालनात्मक संस्वीकृतियां तथा बजट प्रावधानों की उपलब्धता को ध्यान में रखकर प्रतिवर्ष निधियां जारी की जाती हैं।